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Labor

3. The average section gang is made up of from 22 to 25 men. The men are usually old hands at section work. However, a great amount of training is not necessary, as the work is mainly only labor.

All section hands were paid employees and worked eight-hour shifts.

Roadbed

4. The Kharkov-Rostov Line was all double track. The general condition of the roadbed was poor. The line was an old one and had not received proper maintenance. Rails were old and worn. Because of shortages of steel it was hard to get replacements.

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Rail Fastenings

5. These were the usual spike and coupling, similar to those used in Germany and the US. [] sufficient spikes and couplings for replacements, which were made as needed.

Ties

6. Ties, or sleepers, were usually of treated pine. There was no scarcity of ties and they were replaced as needed.

Ballast

7. Generally, a gravel or small pebble and sand mixture was used for ballast. [] required to have a depth of about 30 centimeters of ballast under the ties. However, there were many spots on the road where proper ballast was not maintained in the past with the result that the rails dipped or sank in these spots.

Bridge

8. There were only two small bridges [] between Kuteynikovo and Amrosiuka. Both were over small gulleys and were about six meters in length. One was concrete and the other one was metal.

There were, however, three major bridges on the Kharkov-Rostov Line:

- a. Between the stations of Khapry and Martynovo there is a three-span steel bridge over the Donets River. It was built about 1935 and accommodates a double track. It is approximately 50 meters in length. It was in excellent condition in 1941.
- b. Between Zakhedydnaya and Matveyev-Kurgan, over the Mius River, is a three-span steel bridge. It is about 40 meters in length and is in good condition.
- c. Over the Don River near Rostov, there is a bridge one kilometer in length. It is a draw bridge, with the two middle sections rising to permit river traffic to pass. It carries a double track. []

Tunnels

9. There are no tunnels on this particular line.

Classification Yard

10.
 - a. Of major importance is the Yelovaysk Yard. It uses the hump method and can accommodate 50 trains.
 - b. Marteevo likewise is a hump yard and can accommodate about 12 trains.
 - c. Taganrog is the same as Marteevo.

Sidings

11. Even the smallest stations have four or five sidings for checking, refueling, watering, unloading, etc.

Stations

12. Starting at Kharkov, [] following stations en route to Rostov:
1. Kharkov
 2. Osnova
 3. Chuguev
 4. Svyatogorsk
 5. Nikitovka
 6. Putiprovod

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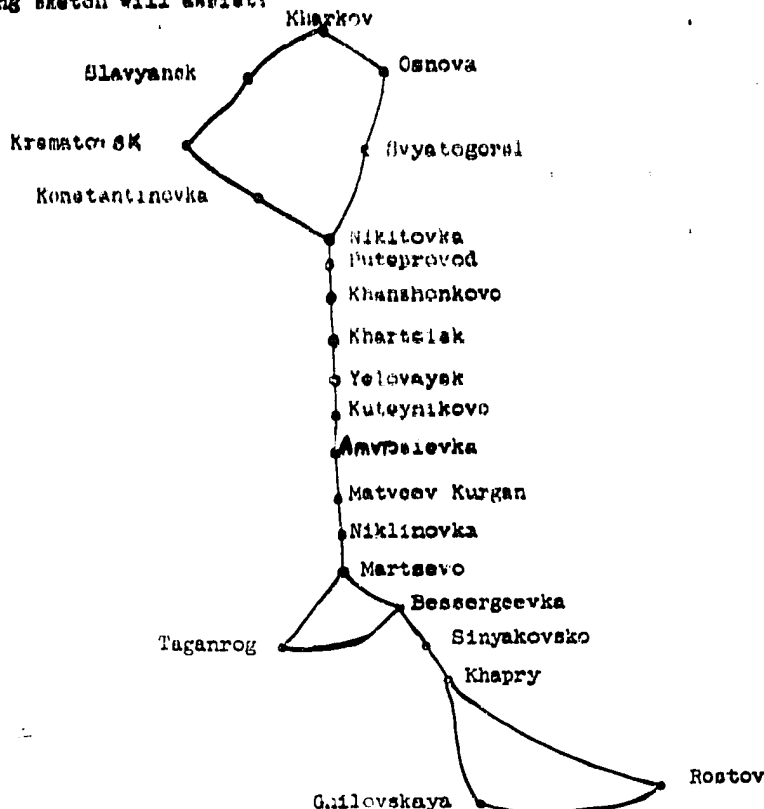
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7. Khanzhonkovo
8. Khartsisk
9. Yelavaysk
10. Kuteynikovo
11. Amvrosievka
12. Matveev Kurgan
13. Niklinovka
14. Martsevo
15. Bessergevka
16. Morskaya
17. Sinyavskaya
18. Khapry
19. Rostov

There are three connecting spurs:

- a. From Kharkov to Slavyansk, Kremator SK, Konstantinovka, and joining the main line at Nikitovka.
- b. The line splits at Martsevo, one spur going into Taganrog and then across to Bessergevka, the other cutting across from Martsevo to Bessergevka. This latter spur is to speed up passenger trains.
- c. At Khapry the line splits again, one spur going south and east to Gnilovskaya and thence into Rostov. The other cuts straight from Khapry to Rostov and is known as the Donpohod out-off. Its purpose is again to speed up passenger trains.

The following sketch will assist:



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Traffic

13. This particular line had very heavy traffic. There were about 24 freight trains and 10 passenger trains a day on through schedules plus numerous local trains. The flow of traffic from the south consisted of oil and coal while machinery moved from the north.

Warehouses

14. Kharkov, Yelovaysk, and Rostov were the key centers. At Kharkov there were numerous warehouses and coal yards. The main product at Yelovaysk was anthracite coal. This was stored in the open. There were also military warehouses for munitions and gunpowder. At Matveev Kurzan, Niklinovka and Khapry there were grain elevators. Rostov had numerous warehouses of all types.

Tank Farms

15. There is a pipe line from the Grozny oil fields to Rostov. A branch of this leads to Yelovaysk where there is a large tank farm.

Construction

16. There was no construction in progress on this line up to 1941. However, a new automatic signalling system was in the process of being installed.

Motive Power

17. Steam engines only were used on the line. The most powerful type was the FD (Felix Dzerzhinsky). There were only a few, however, for the technical division of the line would not allow more because of the poor condition of the road; the FD being a very heavy engine. This division refused to permit wide usage of the FD unless new rails and a better bed were installed.

Locomotive Depots

18. There were four large locomotive depots: Kharkov, Yelovaysk, Taganrog, and Rostov.

Locomotive Repair Shops

19. Capital repairs were made at Chuguyev. Other repairs were made at Kharkov, Yelovaysk, Taganrog, and Rostov. Each had about 250 employees and worked on a 24 hour basis.

Freight Car Repair Shops

20. There were freight car repair shops at Yelovaysk and Marteevo. There was also a freight car manufacturing plant at Marteevo, turning out small freight cars only.

Problems in Handling Freight

21. Goods moved fairly well on the line. However, there was a lack of loading equipment. Most goods, except for very heavy items and grain, were moved by hand. For example, all coal was loaded and unloaded by hand. It took six men from five to six hours to load a 60 ton coal car. The lack of proper equipment was made up by increasing man hours. Working on a 24 hour basis, the road was able to handle all items consigned fairly well.

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